

Good Afternoon, Chairman, Committee Members, and Staff, my name is

Brian Dror.

Date: 8/14/18  
Submitted in PLUM Committee  
Council File No: 18-0686 + 18-0686-51  
Item No.: 7 + 8

Please don't take any disrespect from my wearing a baseball cap communication  
from public  
displaying Los Angeles. I am doing this to remind everyone here that  
we MUST put Los Angeles first, before any politics or personal agendas.

I grew up on Fowling Street where my mother still lives today. I am  
here in support of the project and urge this committee to make a  
recommendation to support the hard working members of the planning  
staff, the planning department, the area planning commission and make  
a finding to recommend approval.

Besides stating the obvious need for affordable housing, especially in the  
coastal zone, I could never do a better job arguing in favor of a project  
of this type than Councilman Mike Bonin has done in the past. So rather  
than try on my own, I have simply compiled 20 of his most on point  
statements. I have copies for all of you, so I won't take time with  
reading them all but some are really worth hearing.

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Page 4 –

Page 8 –

I could go on, but what I really want to know is, after Hearing the Councilman's position on this project, "WHERE IS THE REAL MIKE BONIN AND WHAT HAVE YOU DONE WITH HIM". You see I believe the real Mike Bonin is the Councilman who champions this cause. As I believe each and everyone of you in your districts, champion this cause. I don't know what political or personal agenda items would cause him to not put LOS ANGELES FIRST. Be we cannot merely tag along and allow the local councilman to do the wrong thing.

If you feel the developer is not doing enough, maybe you need another concession on his part, make that a condition of approval but for the City's Sake, please recommend approval.

This may seem like a very personal issue to me, and it is...

You see Chairman, Committee members, I am currently personally involved in the financing, ownership or development of over 1,500 affordable or homeless units in the City of Los Angeles, as well as over 15,000 nationwide. I am sure there is no one in this room that is doing more, certainly not from those opposing this project.

I am doing my part. You make sure and do yours! Recommend  
APPROVAL OF THIS PROJECT.

## Council Member Mike Bonin Pro-Affordable Housing Quotes

Date	Source	Link	Quote:	PG.
4/12/2018	Councilman Bonin's Facebook	<a href="https://www.facebook.com/MikeBoninCD11/">https://www.facebook.com/MikeBoninCD11/</a>	"Los Angeles has a tremendous affordable housing crisis, and we need to examine every strategy possible to address it"	1
1/28/2017	Councilman Bonin's News Report	<a href="https://11thdistrict.com/news/bonin-short-circuits-major-development-venice-affordable-housing/">https://11thdistrict.com/news/bonin-short-circuits-major-development-venice-affordable-housing/</a>	"Venice is in real, desperate need for more affordable housing. As we talk about what we are going to do to combat homelessness and the housing crisis in LA, we need to take advantage of every opportunity to create affordable housing where we can."	2
1/23/2017	LA Controller Report on Income-Restricted Affordable Housing	<a href="http://www.lacontroller.org/density_bonus_press_release">http://www.lacontroller.org/density_bonus_press_release</a>	"Los Angeles is in a housing crisis that is only worsening our ongoing homelessness crisis," said Bonin. "Every single unit of affordable housing is imperative for our City, and the Controller's work highlights areas where the Housing Community Development Department can improve how they oversee and monitor affordable housing stock in L.A."	4
6/9/2016	Laist	<a href="http://www.laist.com/2016/02/09/proposed_affordable_housing_in_venice.php">http://www.laist.com/2016/02/09/proposed_affordable_housing_in_venice.php</a>	"This is a foundational issue of whether or not Los Angeles survives long-term as a society. It's a huge moral imperative that we have housing in Los Angeles that people can afford." Bonin said	6
12/20/2017	LACurbed	<a href="https://la.curbed.com/2017/12/20/16801450/los-angeles-affordable-housing-crisis-solutions">https://la.curbed.com/2017/12/20/16801450/los-angeles-affordable-housing-crisis-solutions</a>	Los Angeles City Councilmember Mike Bonin recently described the affordable housing shortage an	8
4/22/2017	Office of Los Angeles Mayor	<a href="https://www.lamayor.org/mayor-garcetti-continues-tackle-housing-crisis-new-law-strengthening-rent-stabilization-ordinance">https://www.lamayor.org/mayor-garcetti-continues-tackle-housing-crisis-new-law-strengthening-rent-stabilization-ordinance</a>	"existential crisis" for the city—one that threatens the very concept of what Los Angeles is to many residents. "Preserving affordable housing is how we preserve the character and inclusivity of our neighborhoods," said Councilmember Mike Bonin. "Strengthening our rent control rules to better protect affordable housing is good for families throughout Los Angeles."	12
4/2/2018	Councilman Bonin's Neighborhoods First Newsletter-March	<a href="https://mailchi.mp/ae21e233fa2f/your-neighborhoods-first-newsletter?e=7c6d7ecc31">https://mailchi.mp/ae21e233fa2f/your-neighborhoods-first-newsletter?e=7c6d7ecc31</a>	"we [need to] seriously address our housing crisis - especially our affordable housing crisis"	14
4/13/2016	Motion by Councilman Bonin	<a href="https://www.scribd.com/doc/308898594/Legislative-Proposal-Homeless-Housing-in-Venice">https://www.scribd.com/doc/308898594/Legislative-Proposal-Homeless-Housing-in-Venice</a>	<ul style="list-style-type: none"> <li>"It is imperative for the region to build significantly more affordable housing"</li> <li>"Given that there are more than 1,000 homeless people in Venice alone, and given the clear need to provide significantly more homeless housing to help end our homelessness crisis, it is prudent and appropriate for the City of Los Angeles to seek proposals for development of affordable housing"</li> </ul>	15
7/31/2018	Councilman Bonin's Neighborhoods First Newsletter-July	<a href="https://mailchi.mp/fba96e352462/your-june-neighborhoods-first-newsletter-174365">https://mailchi.mp/fba96e352462/your-june-neighborhoods-first-newsletter-174365</a>	<ul style="list-style-type: none"> <li>"Everywhere he goes, Mike hears from residents concerned about escalating rents and a lack of affordable housing -- and he is taking steps to do something about it. At Mike's urging, the City Council has agreed to charge developers of commercial projects and market rate housing on the Westside a hefty fee to help pay for more affordable housing."</li> </ul>	17
12/13/2017	Councilman Bonin's Personal Twitter	<a href="https://twitter.com/mikebonin/status/941153186383089666">https://twitter.com/mikebonin/status/941153186383089666</a>	"Los Angeles desperately needs more affordable, low-income and workforce housing."	18
1/24/2017	Motion by Councilman Bonin	<a href="https://www.scribd.com/document/337460001/Affordable-Housing-Enforcement-Motion">https://www.scribd.com/document/337460001/Affordable-Housing-Enforcement-Motion</a>	<ul style="list-style-type: none"> <li>"In the midst of an affordable housing and homelessness crisis, the Controller's report concluded that the City is falling short on not only producing much-needed affordable housing, but also on protecting the affordable housing units that do exist"</li> <li>"Given the scarcity of existing affordable units, the challenges for production of new affordable units, and the high demand for affordable housing by so many of the City's residents, the City must do everything it can to ensure that the existing affordable housing stock remains accessible and affordable for those who truly need it"</li> </ul>	19
1/28/2016	YoVenice	<a href="https://yovenice.com/2016/01/28/affordable-housing-proposal-for-venice/">https://yovenice.com/2016/01/28/affordable-housing-proposal-for-venice/</a>	Bonin said affordable housing is essential, as the city and region grapple with skyrocketing rents and housing prices. "Long-time residents are being forced out of neighborhoods," he said. "Recent graduates cannot afford to live where they grew up. It is a crisis -- and it is particularly acute near the coast. We need to take big actions to create affordable housing, and given the cost of land on the Westside, it is going to take government property to make it happen."	20



Date	Source	Link	Quote:	PG.
	Councilman Bonin's News Report	<a href="https://11thdistrict.com/news/councilmembers-propose-steps-toward-requiring-affordable-housing-in-new-developments-in-los-angeles/">https://11thdistrict.com/news/councilmembers-propose-steps-toward-requiring-affordable-housing-in-new-developments-in-los-angeles/</a>	The legislation, co-authored by Councilmembers Mike Bonin, Jose Huizar and Paul Koretz and seconded by Gil Cedillo, calls for Los Angeles to begin the process of adopting an inclusionary zoning ordinance – rules that require or encourage housing developers to reserve a portion of the housing units in their projects for low-income residents as a condition of project approval	22
1/28/2016	Motion by Councilman Bonin	<a href="https://www.scribd.com/doc/296975007/Mike-Bonin-Metro-Motion-Affordable-Housing-in-Venice">https://www.scribd.com/doc/296975007/Mike-Bonin-Metro-Motion-Affordable-Housing-in-Venice</a>	"Venice's popularity has led to rising land values in both the commercial and residential real estate sectors, driving a need for affordable housing"	25
6/29/2018	Councilman Bonin's Neighborhoods First Newsletter- June	<a href="https://mailchi.mp/403025a32740/your-june-neighborhoods-first-newsletter">https://mailchi.mp/403025a32740/your-june-neighborhoods-first-newsletter</a>	Mike pushed for tougher and higher affordable housing requirements	27
2/8/2016	StreetsBlog News Report	<a href="https://la.streetsblog.org/2016/02/08/more-housing-especially-the-affordable-kind-is-exactly-what-the-westside-needs/">https://la.streetsblog.org/2016/02/08/more-housing-especially-the-affordable-kind-is-exactly-what-the-westside-needs/</a>	L.A. City Councilmember Mike Bonin has begun championing the redevelopment of an obsolete Metro bus yard in his district into something that the westside of L.A. County is desperately short of: affordable housing.	28
6/2/2016	City Council President Herb Wesson	<a href="https://herbwesson.com/bonin-and-wesson-propose-regulations-short-term-rentals/">https://herbwesson.com/bonin-and-wesson-propose-regulations-short-term-rentals/</a>	"The loss of affordable housing is unacceptable and we must act now to protect neighborhoods from people who abuse short-term rentals," Councilmember Mike Bonin said.	31
12/13/2017	Councilman Bonin's Official Twitter	<a href="https://twitter.com/MikeBoninLA/status/941015274358161408">https://twitter.com/MikeBoninLA/status/941015274358161408</a>	"Today, the City Council will vote on a linkage fee - a sustainable source of funding to build desperately needed affordable housing in Los Angeles"	33
5/17/2018	Councilman Bonin's Personal Twitter	<a href="https://twitter.com/mikebonin/status/997134331226173442">https://twitter.com/mikebonin/status/997134331226173442</a>	"Sidewalks or shelter? Homeless encampments or homes? Let's choose solutions. Ending this crisis is up to us-all of us."	34
4/23/2018	Councilman Bonin's Personal Twitter	<a href="https://twitter.com/mikebonin/status/988520559150448640">https://twitter.com/mikebonin/status/988520559150448640</a>	"LA needs more tools to prevent displacement and preserve affordable housing."	35



Councilmember  
Mike Bonin  
@MikeBoninCD11

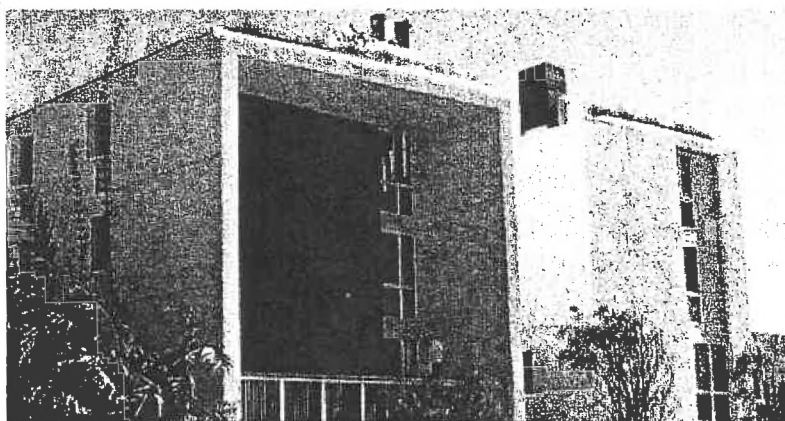
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Councilmember Mike Bonin  
April 12

Los Angeles has a tremendous affordable housing crisis, and we need to examine every strategy possible to address it. That's why I joined Jose Huizar and Paul Koretz yesterday in proposing that Los Angeles explore an inclusionary zoning ordinance that would require developers to reserve a certain percentage of housing units in their projects for low-income residents.



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### COUNCILMEMBERS PROPOSE STEPS TOWARD REQUIRING AFFORDABLE HOUSING IN NEW DEVELOPMENTS IN LOS...

73

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Rett Bryson what about your developer buddy lambert who illegally converted desparately needed housing into short term rentals and kicked out 20+ year residents. why dont you start there? why do you accept campaign contributions funneled through his company?

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Reza Akef I don't get why you forget about the young population that needs median income housing to be able to live and work in the

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# Bonin Short-Circuits Major Development in Venice with Affordable Housing

***Councilman Calls for Housing — not Large Office or Commercial Development — on Metro Bus Yard***

**VENICE** – In a move that could create much-needed affordable housing in Venice, Los Angeles City Councilmember Mike Bonin today proposed building housing on the site of a controversial Metro bus yard that closed last month.

In his capacity as a member of the Board of Directors of LA County Metro, the region's transportation agency, Bonin succeeded in shutting the bus yard and making sure it would not to be sold to the highest bidder for use as office or commercial space.

"Neighbors in Venice have been calling for the bus yard to be closed for years, and I was proud to make that happen," said Bonin. "Now that it is closed, we can use this site to deliver needed affordable housing through a neighborhood-serving project that will be a great fit in Venice."

The 3.5-acre property, on Sunset Avenue near the beach, has been a bus yard since 1951, drawing regular complaints about noise and pollution. At Bonin's urging, Metro consolidated operations and closed the yard last month. Under state law and Metro policy, the transportation agency can auction the property, sell it to a government agency for fair-market value, or develop the property through a community-driven process. Metro policy dictates that a **minimum** of 35% of the units on Metro property must be affordable units.

Given the zoning of the property, an auction would have almost certainly resulted in a large "by right" office or commercial project, creating significant traffic impacts, Bonin said.

"There was no way that kind of development would have been the highest and best use for the property," Bonin said. "Venice is in real, desperate need for more affordable housing. As we talk

about what we are going to do to combat homelessness and the housing crisis in LA, we need to take advantage of every opportunity to create affordable housing where we can.”

Bonin formally directed LA Metro to begin the “joint development process” at a board meeting January 28. Los Angeles County Supervisor Sheila Kuehl co-sponsored the motion.

Developing the property will likely take a few years. The first step will be an environmental assessment to determine what it will take to make a former bus yard suitable for residential use. An extensive community engagement process will follow, so neighbors can help shape and design the project. Metro recently mandated extensive community engagement processes for any development on its properties.

Bonin said affordable housing is essential, as the city and region grapple with skyrocketing rents and housing prices.

“Long-time residents are being forced out of neighborhoods,” he said. “Recent graduates cannot afford to live where they grew up. It is a crisis – and it is particularly acute near the coast. We need to take big actions to create affordable housing, and given the cost of land on the Westside, it is going to take government property to make it happen.”

Mayor Eric Garcetti and Kuehl recently spearheaded the Metro affordable housing policy – which requires at least 35% of housing created through Metro Joint Development efforts to be affordable for residents earning 60% or less of the Area Median Income. In Los Angeles 60% of the AMI would be about \$33,000.

The lack of affordable housing in Venice has been a major concern shared by Bonin and Venice residents, and Bonin has taken a series of legislative actions to protect affordable housing in the neighborhood, including pushing for: tightened regulations preserving affordable units in the coastal zone; regulations curbing the loss of affordable rental units to short-term rentals; and state legislation closing a legal loophole that allowed a loss of affordable units under a state law designed to increase affordable units.

– # # # –

# Controller Report on Income-Restricted Affordable Housing

Los Angeles – City Controller Ron Galperin released an audit today entitled ‘Income-Restricted Affordable Housing Units in Los Angeles: A Review of the City’s Density Bonus Incentives and Overall Oversight’. The review found density bonus incentives have had minimal impact in incentivizing private developers to include affordable housing in their projects. The audit also highlights the lack of adequate tools to ensure income-restricted units are best going only to those who qualify.

## Density Bonus Law Has Not Lived Up to Its Potential

The audit found that 21 percent of new multi-family projects of five units or more, built between 2008 and 2014 (169 of 790 projects) utilized some aspect of the density bonus program -- resulting in 4,463 units designated as affordable. However, just 329 of these units were created in market-rate projects throughout the City -- an arguably minimal impact when considering the City’s overall affordable housing needs.

The audit recommends modifying and, in some cases, increasing incentives offered through the density bonus program. Specific recommendations include:

- Create additional incentives, such as additional density or permitting micro units;
- Streamline processes through modifications to the current process of site plan review and expedited processing of Environmental Impact Reports;
- Conduct a legal analysis of what opportunities might exist, within the density bonus program, to allow market-rate developers to create income-restricted units off-site -- or to pay equivalent values into a fund which would build income-restricted units throughout Los Angeles;
- Review how Area Median Income (AMI) levels are defined for the purpose of the density bonus program so that it is more aligned with state policy.

**“Affordable housing is one of the most pressing needs our City faces and the City has an obligation to develop and implement programs that create substantially more affordable units,”** stated Galperin. **“The City needs to evaluate and prioritize the density bonus program to reach the City’s stated goal of 100,000 new units by 2021 -- of which at least 15,000 would, hopefully, be officially affordable.”**

## The City’s Monitoring Program

The Controller’s audit also examined oversight and monitoring of the City’s overall stock on 28,482 income-restricted units. This includes density bonus units, Section 8 units, Community Redevelopment Agency project units, and other income-restricted units. While auditors found reasonably adequate monitoring by the City’s contractor, and a 93 percent compliance rate, better oversight tools are needed to deal with conditions of some owners collecting more rent than allowed and some tenants exceeding income guidelines.

Based on a thorough analysis of information available for 2014, the audit found the following:

- For 1,482 units (5.2%) -- landlords charged higher rents to tenants than allowable under covenants to which landlords agreed. When such circumstances are identified, HCID's contractor is charged with sending letters to owners demanding remediation.
- For 464 units (1.6%) -- tenant earnings exceeded program guidelines. In more than two-thirds of such instances, tenants reported incomes that exceeded limits by at least \$5,000 per year and in one case, by \$149,000.
- For 1,056 units (3.7%) -- tenant incomes were not verified when tenants moved in.
- For 1,181 tenants, no tenant income was reported at all.

**“The City must ensure that affordable housing is occupied only by eligible, low-income people, and that people are not overcharged,” said Galperin. “Because we can’t build ourselves out of this crisis fast enough, it should be a priority to protect the affordability that does exist.”**

Galperin's audit yielded immediate action from City Council. Councilmember Mike Bonin, who represents the Westside and has been a champion for protecting and creating affordable housing in L.A., announced that he would introduce legislation on Tuesday to correct many of the issues raised by the Controller's report.

“Los Angeles is in a housing crisis that is only worsening our ongoing homelessness crisis,” said Bonin. “Every single unit of affordable housing is imperative for our City, and the Controller's work highlights areas where the Housing Community Development Department can improve how they oversee and monitor affordable housing stock in L.A.”

“I greatly appreciate Controller Galperin's work on this important issue and I am taking immediate action to improve how our City operates so we can better ensure only those who are truly eligible for affordable housing occupy the too-few units of affordable housing in our City,” Bonin continued.

The audit released by the Controller's Office evaluated a data sample between 2008 to 2014. It focused on units with a signed covenant agreement and monitored by HCID. Affordable housing units that may be under the authority of other agencies such as Housing Authority of Los Angeles (HACLA), Los Angeles Homeless Service Authority (LAHSA), U.S. Department of Housing and Urban Development (HUD), or others, were not included in this study.

The audit, along with the Controller's other audits, reports, open data and more, is available at [www.lacontroller.org](http://www.lacontroller.org).

###



# Proposed Affordable Housing In Venice Sparks Debate About L.A. Development

BY MATT TINOCO IN NEWS ON FEBRUARY 9, 2016 12:00 AM

A plan to put affordable housing in one of the country's most expensive rental markets will be considered by the Los Angeles City Council, and has sparked a debate about how to best tackle Los Angeles' ongoing housing crunch.

A proposal from Councilman Mike Bonin submits that a 3.2-acre lot in Venice, owned by Metro, is slated to be developed into affordable housing, offering families who make less than \$30,000 annually a place to live. Reporting from The Argonaut shows how Bonin's proposal, approved by Metro two weeks ago, comes with the full support of County Supervisor Shelia Kuehl and L.A. Mayor Eric Garcetti. It represents the first attempt to build new affordable housing in Venice in years, spurred by Metro's own development policy that requires at least 35 percent of any new units built on Metro owned property are designated affordable housing.

As such, the bus yard sitting at the intersection of Sunset Avenue and Main Street seems to be a perfect location for a new Metro-sponsored development. It's no secret Venice is a veritable desert of affordability, where finding even a one-bedroom apartment for less than \$2,000-per-month is almost impossible.

"This is a foundational issue of whether or not Los Angeles survives long-term as a society. It's a huge moral imperative that we have housing in Los Angeles that people can afford," Bonin said to the Argonaut. "It's very important, I think, for government and neighborhoods to have some skin in the game—to use our assets to help provide affordable housing."

Building affordable housing in Venice is a step to reverse the decades-long process of Venetian stratification. Less than 20 years ago, the median sale price in Venice sat at approximately \$350,000. Today that value hovers around \$1.6 million.

As with every other case of gentrification, the working- and middle-classes get priced out. Of course, those who get priced out of neighborhoods still need to work in the neighborhood, meaning service-sector employees and LAUSD teachers alike perform epic commutes across the region to get to their jobs.

While everyone can agree rents are out of control, and Venice is basically one of the least accessible neighborhoods in all of Southern California, not everyone agrees that building affordable housing is the best way to combat the trend.

An op-ed published last week in the Los Angeles Times, by Conor Friedersdorf, argues that the Venice plan is "wildly inefficient," and represents a misappropriation of resources that could be applied better elsewhere to combat L.A.'s housing crisis.

"One small affordable-housing development cannot alter the neighborhood's trajectory" Friedersdorf writes. "But that doesn't mean ever more rapid gentrification is inevitable."

Instead of building on this particular plot of land, Friedersdorf argues it would be better if Metro sold this piece of land, and used the sale-money to build more housing elsewhere in the city. Friedersdorf certainly has a point. One development will do little to alter Venice's inflated real-estate landscape. But where Friedersdorf sees inefficiency, others, like Supervisor Kuehl, see a chance to reintroduce a semblance of a mixed-income neighborhood and fight economic segregation.

Kuehl tells the Argonaut:

There's an ongoing dialogue about whether it's better to sell off public properties that are in very high-value areas and use the money to do a lot of development in lower-cost areas, or go for a mixed-population area so that we don't have enclaves of rich and enclaves of poor. I personally favor the second approach, which is to build affordable housing even in areas where the land is very valuable, because otherwise whole swaths of the city are totally out of reach, and they're usually the most desirable swaths [with] beach access, green space, all the kinds of things that make life better.

Los Angeles is one of the economically segregated cities in the country. While development booming across the southland, most of it caters to affluent tenants and condo-buyers who have the funds to drop \$3,000-per-month on housing.

The Venice project is a unique proposal. And while it's a long way off and requires historically controversial rezoning, it represents a fundamentally different attitude to development than the price gouging we've gotten used to.

# 7 ways LA tried to solve its housing crisis in 2017

By Elijah Chiland Dec 20, 2017, 2:45pm PST

SHARE



Los Angeles needs more than 500,000 new units of affordable housing to meet demand, according to one report. *Michael Moloney | Shutterstock*

The lack of affordable housing in Los Angeles has become a difficult issue to ignore. With thousands of new units needed to meet demand (one recent study found a shortfall of 551,807 affordable residences), rents are rising steadily and many longtime residents feeling compelled to look for housing elsewhere.

Los Angeles City Councilmember Mike Bonin recently described the affordable housing shortage an “existential crisis” for the city—one that threatens the very concept of what Los Angeles is to many residents.

It’s not surprising, then, that the topic of housing dominated discussion at City Hall and beyond throughout the year.

Amid all the debate, several key pieces of legislation moved forward that could have major impacts on how affordable housing is built and maintained across the city.

Here are seven of the most significant developments:

### **1. Linkage Fees**

Approved by the City Council just last week, these fees charged to developers are expected to produce up to \$104.4 million per year that could be used to construct or maintain between 1,699 and 1,767 units of affordable housing annually.

What remains to be seen is the effect they'll have on construction of new projects. Prior to the vote, some business groups argued that developers would simply stop building if the fees were imposed—though the fee structure settled on by the council was far leaner than what an economic report suggested could be charged.

The new ordinance will also take a while to produce funds for new housing. Thanks to a long phase-in, the full fees won't be collected for another 16 months.

### **2. New incentives**

Thanks to Measure JJJ, the ballot initiative approved by Los Angeles voters last year, new incentives went into effect this fall encouraging development of affordable housing close to transit stops.

The incentives vary based on the number and type of transit stops that are close to a project (bonus points for being less than 750 feet from a rail station), but reward developers for making a percentage of units available to low- or moderate-income renters.

So far, the incentives have proven fairly popular; since September, developers have filed plans for 13 projects that make use of them, according to Cheryl Getuiza, planning department spokesperson.

### **3. Preventing the loss of rent-controlled units**

LA officials made it a bit harder for landlords to remove rent-controlled units from the housing market earlier this year.

Under new rules, property owners planning to tear down and replace buildings protected by the city's Rent Stabilization Ordinance will have to make an equal number, or 20 percent (whichever is larger), of units in the new building affordable.

They'll also have to provide annual updates to the city on the status of units pulled from the market through California's Ellis Act, which allows landlords to evict tenants when demolishing buildings or undertaking condo conversions.

#### **4. Fast-tracking projects for the homeless**

In August, the planning department proposed new guidelines for development of permanent supportive housing aimed at homeless and formerly homeless residents.

Under these rules, such projects would be subject to a streamlined review process that would save developers time and money.

Eligible projects (those containing only affordable units, with at least half set aside for homeless residents) would also benefit from rules allowing them to be more dense and have a bit less parking than similar market rate developments.

#### **5. Funding projects for the homeless**

Last year, Los Angeles voters approved \$1.2 billion in funding for construction of 10,000 permanent supportive units over the next 10 years.

On Wednesday, construction began on the first of those projects. It'll add 122 affordable units to a two-phase development in East Hollywood.

#### **6. "Value Capture"**

Measure JJJ placed new requirements on developers, mandating a percentage of affordable units for projects that go beyond the scope of what local zoning rules allow.

New rules passed by the council last week fill in a few gaps left by Measure JJJ and expand the number of projects that would be affected by these affordable housing requirements (developers seeking a conditional use permit or a height change permit would now be subject to them, for instance).

The new ordinance also ensures that developments replacing previous apartment or condo buildings add more units than they take away.

#### **7. Measure H**

LA County residents committed new resources to the fight against rising levels of homelessness when they approved Measure H in March. Among the 47 strategies that

the measure will fund are the development of new short-term housing facilities that will keep people sheltered while they are looking for a permanent residence and a rapid rehousing program that provides badly needed rental assistance to those who might otherwise be forced onto the street.



# Mayor Garcetti Continues to Tackle Housing Crisis with New Law Strengthening Rent Stabilization Ordinance

APRIL 22, 2017

**LOS ANGELES** — Mayor Eric Garcetti continues to aggressively address Los Angeles's housing affordability crisis with a new law he signed today to strengthen enforcement of the City's Rent Stabilization Ordinance (RSO). The new legislation will preserve rent-stabilized units or require that new affordable housing units be built.

Landlords who tear down rent-controlled units under the state's Ellis Act must now either replace them one-for-one with affordable units or ensure that 20% of new units are affordable — whichever number is higher.

This new law will also help prevent displacement of tenants by increasing regulation of both vacant and occupied rental units; requiring owners to re-start the Ellis process if withdrawn units are re-rented; tightening rules when units are demolished without necessary approvals; and requiring property owners to file annual reports.

It also expands relocation services for displaced tenants, and preserves RSO units by raising the threshold necessary to obtain an exemption for newly-built replacement units.

"We're growing L.A.'s housing stock to meet our resident's growing demand in every way possible -- including strengthening our stock of rent stabilized housing. But we need to make sure that it is done in a way that's fair to all Angelenos by protecting people from being priced out of communities where they have invested so much of their lives," said Mayor Garcetti. "The law I signed today is a great step in the right direction."

"As Chair of Housing, I'd like to thank Mayor Garcetti for his commitment to protect tenant rights and affordable housing," said Councilmember Gil Cedillo. "The City Council approved my Ellis Act amendments to the RSO, which will close loopholes used to evict tenants and remove affordable housing units off the market. By preserving affordable housing, we will ensure that Los Angeles is a livable City."

"One of our goals, as elected leaders, must be addressing the loss of existing affordable housing to new, unaffordable development, and these amendments take an important step in that direction," said Councilmember Paul Koretz.

"Preserving affordable housing is how we preserve the character and inclusivity of our neighborhoods," said Councilmember Mike Bonin. "Strengthening our rent control rules to better protect affordable housing is good for families throughout Los Angeles."

"The City of Los Angeles must do everything in its power to protect our rent-controlled affordable housing stock," said Councilmember José Huizar. "With every lost RSO unit, our friends, families and neighbors are potentially displaced and priced out of a difficult housing

market. By strengthening these Ellis Act restrictions and RSO requirements, we are taking an important step forward in protecting Angelenos.”

Half of L.A. families live in an apartment covered by the RSO, which is designed to protect Angelenos from runaway rents and displacement from their neighborhoods.

In December 2015, Mayor Garcetti signed into law the Tenant Buyout Ordinance, which strengthened renters’ rights by ensuring that landlords inform residents of their relocation rights in the event of a tenant buyout. Previously, tenants could be offered a lump sum to vacate units, without a formal process to educate them about additional sums for relocation assistance to which they may have been entitled.

The ordinance required landlords to file buyout agreements with the City, so that staff can better monitor the process. It also permits renters to withdraw from the buyout agreement within 30 days.

While the City remains on track to meet Mayor Garcetti’s goal to build 100,000 new housing units by 2021, the Mayor is advancing additional policies to ensure equitable growth in the City’s housing supply, and is doubling down on the production and preservation of affordable housing developments dedicated to low-income Angelenos.

# Mike Opposes SB-827, Continues to Call for Immediate Local Housing Solutions



Senator Scott Wiener, 11<sup>th</sup> Senate District

Senate Bill 827 – Zoning Near High-Quality Transit

## SUMMARY

Senate Bill 827 establishes an incentive for building housing near high-quality transit by exempting these developments from certain restrictive zoning standards.

## BACKGROUND

Over the past several years, California has simultaneously adopted aggressive climate policies focused on reducing greenhouse gas emissions and local air pollution while stifling new housing construction. These competing priorities cannot be realized without reforming zoning, particularly restrictive

Existing law leaves zoning decisions exclusively to local governments, even in areas where high-quality transportation infrastructure receives funding from the state. Practically, this allows a local government to play a major role in determining how many Californians have walkable access to that public transit. Caltrans Strategic Management plan set a goal to double transit ridership between 2015 and 2020, but there is no housing or land use component that is aggressive enough to get us there.

exclusionary housing policies. Restrictive zoning near transit often comes in the form of maximums on density, floor area ratio, and height, and results in a select few privileged households having access to our vital urban infrastructure.

## RATION

Limiting zoning near high-quality transit ensures that neighborhoods with transit access will have abundant housing and opportunity in livable communities, and that these communities will see increases in housing parcels are those within a half mile of a transit stop or ¼ mile of a transit corridor – parameters that were set in SB 375 to help plan sustainable communities at the regional level.

In a transit-rich housing zone will be exempt from local controls on maximum density, maximum floor area ratio, and maximum mobile parking spaces. In addition, if the local government has adopted height maximums that are lower than 45 to 85 feet, depending on the transit access and urban design characteristics of the street, a transit-rich housing project is granted a new, higher height limit to

The City Council voted unanimously on March 27 to oppose SB-827, a state bill that Mike believes would decimate local control over land use and zoning. At the Council meeting, Mike called the bill a dramatic overreach and an attempt to get cities to approve much-needed housing. Mike and his colleagues felt SB-827 would run roughshod over neighborhoods and put gentrification on steroids. That's why the bill is opposed by a huge and broad coalition of groups, including the Sierra Club, the Coalition for Economic Survival, ACT LA: Alliance for Community Transit Los Angeles, Investing in Place, Move LA, L.A. Voice, Community Coalition and many, many others.

Mike said before the vote to oppose SB-827 that "this is a bad bill -- and our current system of spot zoning, real estate speculation, gentrification, and escalating rents is hardly better. At the state level, we need Sacramento to reform the Ellis Act and repeal the Costa-Hawkins Act. At the local level, we need inclusionary zoning, more tenant protections, and updated community plans that make room for our population and our inevitable population growth. Until we seriously address our housing crisis - especially our affordable housing crisis - Sacramento will continue to try to take away local control." If you care about this bill, please contact your state legislators: <http://www.legislature.ca.gov/>.

# Legislative Proposal- Homeless Housing in Venice

The City of Los Angeles is experiencing a tremendous homelessness crisis - exacerbated and in large part caused by an equally pressing and severe housing crisis.

In February, both the City and the County of Los Angeles approved comprehensive homeless strategies. The plans are multi-faceted, but both of them clearly state that it is imperative for the region to build significantly more affordable housing. Each community in Los Angeles will need to do its part.

The City's Comprehensive Homeless Strategy (CHS) makes several recommendations to increase the inventory of affordable housing and housing for the homeless. In particular, the CHS recommends the City offer city-owned properties, including surface parking lots, as potential locations for the development of homeless or affordable housing. In Venice, with the skyrocketing costs of real estate, using publicly-owned property may be one of the only ways affordable housing can be built.

The City's Department of Transportation currently manages over 118 City-owned parking facilities, including several surface parking lots located in Venice where parking is often difficult to find and where land for developing new parking facilities is scarce. In 2014, Council District 11 released a Request for Information (RFI) for potential development of additional parking capacity on City-owned parking lots in Venice. The RFI contemplated the development of automated parking structures to increase parking capacity and also contemplated the development of affordable housing on the City-owned lots in an effort to address two of the pressing issues facing Venice.


Through that RFI process, it was determined that Parking Lot #731 was the best option for development of public parking along with affordable housing. Lot #731 is located at 200 North Venice Boulevard and is bounded on the east by Dell Avenue, on the west by Pacific Avenue, and on the north and south by North and South Venice Boulevards respectively.

Given that there are more than 1,000 homeless people in Venice alone, and given the clear need to provide significantly more homeless housing to help end our homelessness crisis, it is prudent and appropriate for the City of Los Angeles to seek proposals for development of affordable housing for the homeless on Lot #731. Such a project could house dozens of people and families, could provide significant community benefit, could be constructed in a manner compatible with the community, and could be built to maintain or perhaps even increase the amount of available public parking.

I THEREFORE MOVE that the Council instruct the Los Angeles Department of Transportation, with the assistance of the Housing and Community Investment Department, to prepare and release a Request for Proposals (RFP) to provide for an affordable housing project to serve homeless persons, along with replacement parking and an appropriate mix of additional public parking and/or other uses as necessary to comply with the Venice Coastal Zone Specific Plan at the City-owned and managed Parking Lot #731 located at 200 North Venice Boulevard;

I FURTHER MOVE that the RFP require any project to be consistent with the Venice Coastal Zone Specific Plan, that it include elements to ensure neighborhood compatibility, that it increase public access to parking, and that the applicant for the project undertake significant community outreach leading up to and during the project's entitlement process.

PRESENTED BY:   
MIKE BONIN  
*Councilmember, 11<sup>th</sup> District*

SECONDED BY: 

# More Developer Fees to Pay for Affordable Housing



## Fee on Development to Help Create New Affordable Housing

Everywhere he goes, Mike hears from residents concerned about escalating rents and a lack of affordable housing -- and he is taking steps to do something about it. At Mike's urging, the City Council has agreed to charge developers of commercial projects and market rate housing on the Westside a heftier fee to help pay for more affordable housing.

Earlier this year, the the City Council approved an affordable housing linkage fee ordinance that increases the fee on some development to generate local funding for affordable housing. Mike agreed with affordable housing activists that the fee should be even higher in hot real estate markets experiencing gentrification -- and persuaded his colleagues to increase the fee in high market areas from \$15 to \$18 dollars per square foot. The money will go into the Affordable Housing Trust Fund and help pay for affordable housing in LA neighborhoods.





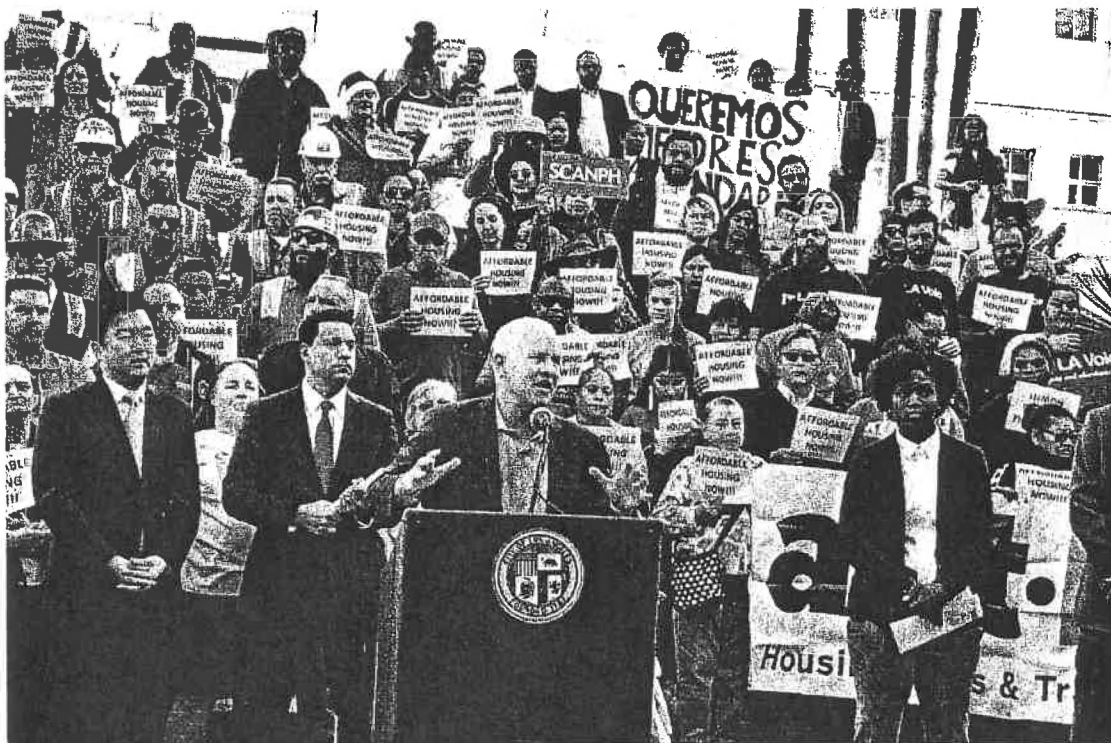
**Mike Bonin**

@mikebonin

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Today we created a sustainable revenue stream for affordable housing -- a linkage fee on development. Tom Bradley proposed it in the 90s -- an idea that was way overdue. Los Angeles desperately needs more affordable, low-income and workforce housing.



7:49 PM - 13 Dec 2017

11 Likes



# Affordable Housing Enforcement Motion

On January 23, 2017, the Los Angeles City Controller's Office released an audit of the Impact of the Density Bonus Program on Affordable Housing. In the midst of an affordable housing and homelessness crisis, the Controller's report concluded that the City is falling short on not only producing much-needed affordable housing, but also on protecting the affordable housing units that do exist. According to the audit, there are significant issues related to how affordable units in the City are being tracked, how compliance with affordability requirements is being monitored, and how the rules are being enforced for units that are not in compliance.

The audit raised serious questions regarding the ability of the City to accurately identify and inventory the number and type of affordable units that have been produced. In some cases, units were being double counted toward the City's inventory, resulting in a higher number than existed, or covenants that track the affordable housing units were missing, resulting in a lack of monitoring of those units.


The lack of properly detailed and efficient monitoring systems has led to issues with enforcement. Without accurate data, the City cannot ensure that landlords are charging the proper rent amounts or that only tenants with qualifying incomes are occupying the affordable units. Given the scarcity of existing affordable units, the challenges for production of new affordable units, and the high demand for affordable housing by so many of the City's residents, the City must do everything it can to ensure that the existing affordable housing stock remains accessible and affordable for those who truly need it.

The Controller's audit makes a series of recommendations to improve the tracking, monitoring, and enforcement of affordable units, and challenges the Housing and Community Development, Planning, and Building and Safety Departments to improve their systems.

I THEREFORE MOVE that the Council direct the Housing and Community Investment Department (HCID), along with the Planning and Building and Safety Departments as necessary, to report back on the following:

1. The implementation of a system to clearly calculate and track the number of affordable units in the City, properly distinguishing between Density Bonus units and those within subsidized affordable housing developments;
2. The implementation of a system to efficiently monitor existing affordable units in order to ensure compliance with applicable affordable housing program rules and to ensure comprehensive compliance status reviews of the affordable housing stock administered by HCID, along with recommendations for enforcement options to ensure that affordable units are kept affordable and occupied by qualifying households.

Presented By:

  
MIKE BONIN  
Councilmember, 11th District

# Affordable Housing Proposal for Venice

By Melanie Camp

January 28, 2016

9:11am



In a move that could create much-needed affordable housing in Venice, Los Angeles City Councilmember Mike Bonin today proposed building housing on the site of a controversial Metro bus yard that closed last month.

In his capacity as a member of the Board of Directors of LA County Metro, the region's transportation agency, Bonin succeeded in shutting the bus yard and making sure it would not to be sold to the highest bidder for use as office or commercial space.

"Neighbors in Venice have been calling for the bus yard to be closed for years, and I was proud to make that happen," said Bonin. "Now that it is closed, we can use this site to deliver needed affordable housing through a neighborhood-serving project that will be a great fit in Venice."

The 3.5-acre property, on Sunset Avenue near the beach, has been a bus yard since 1951, drawing regular complaints about noise and pollution. At Bonin's urging, Metro consolidated operations and closed the yard last month. Under state law and Metro policy, the transportation

agency can auction the property, sell it to a government agency for fair-market value, or develop the property through a community-driven process. Metro policy dictates that a minimum of 35% of the units on Metro property must be affordable units.

Given the zoning of the property, an auction would have almost certainly resulted in a large “by right” office or commercial project, creating significant traffic impacts, Bonin said.

“There was no way that kind of development would have been the highest and best use for the property,” Bonin said. “Venice is in real, desperate need for more affordable housing. As we talk about what we are going to do to combat homelessness and the housing crisis in LA, we need to take advantage of every opportunity to create affordable housing where we can.”

Bonin formally directed LA Metro to begin the “joint development process” at a board meeting January 28. Los Angeles County Supervisor Sheila Kuehl co-sponsored the motion.

Developing the property will likely take a few years. The first step will be an environmental assessment to determine what it will take to make a former bus yard suitable for residential use. An extensive community engagement process will follow, so neighbors can help shape and design the project. Metro recently mandated extensive community engagement processes for any development on its properties.

Bonin said affordable housing is essential, as the city and region grapple with skyrocketing rents and housing prices.

“Long-time residents are being forced out of neighborhoods,” he said. “Recent graduates cannot afford to live where they grew up. It is a crisis – and it is particularly acute near the coast. We need to take big actions to create affordable housing, and given the cost of land on the Westside, it is going to take government property to make it happen.”

Mayor Eric Garcetti and Kuehl recently spearheaded the Metro affordable housing policy – which requires at least 35% of housing created through Metro Joint Development efforts to be affordable for residents earning 60% or less of the Area Median Income. In Los Angeles 60% of the AMI would be about \$33,000.

The lack of affordable housing in Venice has been a major concern shared by Bonin and Venice residents, and Bonin has taken a series of legislative actions to protect affordable housing in the neighborhood, including pushing for: tightened regulations preserving affordable units in the coastal zone; regulations curbing the loss of affordable rental units to short-term rentals; and state legislation closing a legal loophole that allowed a loss of affordable units under a state law designed to increase affordable units.

COUNCILMEMBERS

# PROPOSE STEPS TOWARD REQUIRING AFFORDABLE HOUSING IN NEW DEVELOPMENTS IN LOS ANGELES

***Mike Bonin, Jose Huizar and Paul Koretz Introduce Inclusionary Zoning Legislation***

**LOS ANGELES** – In the latest effort to combat the housing crisis in Los Angeles, a trio of City Councilmembers today introduced legislation which could dramatically increase the availability of affordable housing in neighborhoods throughout Los Angeles.

The legislation, co-authored by Councilmembers Mike Bonin, Jose Huizar and Paul Koretz and seconded by Gil Cedillo, calls for Los Angeles to begin the process of adopting an inclusionary zoning ordinance – rules that require or encourage housing developers to reserve a portion of the housing units in their projects for low-income residents as a condition of project approval.

For decades, the City has attempted a variety of strategies to encourage or require the production of affordable housing. From 1991 to 2009, the City implemented inclusionary zoning policies in the Central City West Specific Plan, but those inclusionary zoning provisions were challenged as applied, and in 2009, the court in *Palmer v. City of Los Angeles*, determined that the City's policies conflicted with, and were preempted by, the state law (known as the Costa Hawkins Rental Housing Act). Although the Palmer decision only applied to the particular project at issue, the decision nevertheless called into question the ability of local governments throughout California to adopt or enforce inclusionary housing policies. As a result, many jurisdictions either repealed or declined to enforce their inclusionary housing provisions.

Since 2009, other tools to require or incentivize affordable housing have been adopted, including the Affordable Housing Linkage Fee, which was adopted by the City in December 2017, and the



Transit Oriented Communities Guidelines, which became effective in September 2017, and were the result of voter-approved Measure JJJ.

In September 2017, the California State Legislature passed AB 1505, which once again authorized cities and counties to adopt inclusionary housing ordinances that required residential rental housing developments to include a specified percentage of affordable units, and the legislation submitted today will allow the City to understand how the new law would affect the City's existing and future efforts to promote the production of affordable housing.

– # # # –

# **MOTION BY DIRECTORS BONIN AND KUEHL**

## **Division 6 Joint Development Strategy**

**January 28, 2016**

Metro Operations has completed deactivation of Division 6 concurrent with the phased opening/activation of Division 13. The Division 6 site is a 3.5 acre property located at 100 Sunset Avenue in Venice. The Site has been in operation as a transit facility for more than 60 years, thus an environmental assessment will be required prior to any decision being made about the future use of the site.

The Site is a significant opportunity to achieve Metro's goals for community led development and transit oriented communities. The Site is not encumbered by federal requirements to dispose of the property as surplus, and operations staff has determined that the Site will not be needed for existing or future transportation needs. Venice's natural and economic assets and thriving economy make balancing competing demands for scarce land in this area essential. Venice's popularity has led to rising land values in both the commercial and residential real estate sectors, driving a need for affordable housing and mechanisms to preserve the economic diversity of Venice for small and local businesses.

Taking an active role in the development of the Site would provide the opportunity to address these pressing concerns, while creating a project that is fully compatible with the surrounding community and reflects the needs and desires of the neighborhood. In September 2015, the Metro Board approved revised Joint Development Policies and Processes ("JD Policy"), and the updated policy calls for a robust community engagement process that actively engages community members at every development stage to ensure this real estate opportunity delivers ongoing economic and community benefits.

In addition, Metro's Joint Development Program seeks to facilitate construction of affordable housing. The updated Policy requires that 35% of the total housing units in the Metro joint development portfolio are affordable for residents earning 60% or less of the Area Median Income (AMI). The Policy also provides that Metro may discount ground leases below fair market value in order to incentivize affordable housing in its Joint Development projects.

Using the Joint Development program for the redevelopment of the Site would allow Metro to ensure that the agency looks broadly at its ability to have positive impact on creating transit supportive communities and increasing transit ridership. The Site fits within Metro's desired transit oriented community (TOC) profile, due to the broad range of uses within walking distance of the Site, the presence of pedestrian and bike friendly infrastructure, and the proximity to transit. The Site is served by several high ridership bus lines, including one of Metro's busiest Rapid lines, the 733, with 10 minute headways in peak hours.

Given the competing demands for land use in Venice and the high profile location of this property, as well as Metro's commitment to supporting TOCs, using the Joint Development program to manage the redevelopment of this site would allow Metro to be a good neighbor and give back to the community that has hosted it for so many years.

WE THEREFORE MOVE that, upon completion of an environmental assessment, the CEO dedicate staff

and resources to pursue reuse of the Site through Metro's Joint Development program. In doing so, Metro shall proactively engage with the Venice community in developing design guidelines for the Site and shall require the selected developer to create a community engagement plan that provides for ongoing community and economic benefits for the Venice community.

# Expo TNP - An Example of Good Housing Production

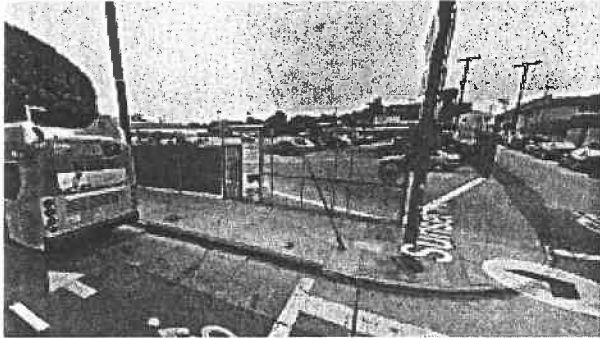


In the ongoing debate about housing and development in Los Angeles, most people agree that what makes the most sense is building new and affordable housing near mass transit. The City is preparing to do — near Metro Expo rail stations. Last week, the City Council's Planning and Land Use Management Committee recommended changes to the zoning near several Metro Expo stops, and the recommendations include allowing housing on properties currently zoned for industrial use, and allowing mid-rise multi-unit housing in the neighborhood closest to the station. Mike pushed for tougher and higher affordable housing requirements. The plan, which has been in the works and subject to public hearings since 2012, will be before the City Council for final approval next week.

# More Housing — Especially the Affordable Kind — Is Exactly What the Westside Needs

By Jason Islas

Feb 8, 2016



Metro's bus yards at Sunset and Main Street in Venice. Image from Google Street View.

L.A. City Councilmember Mike Bonin has begun championing the redevelopment of an obsolete Metro bus yard in his district into something that the westside of L.A. County is desperately short of: affordable housing.

The 3.5 acres of prime Venice land — located at Sunset and Main — is a mere stone's throw away from the Boardwalk in one of the most expensive real estate markets in the country, which is exactly why Bonin, who also sits on the Metro board of directors, says this is the spot for affordable housing.

But, of course, not everyone agrees. In a recent op-ed in *The Los Angeles Times*, Conor Friedersdorf argues that the project is a “wildly inefficient,” mostly symbolic approach to addressing the growing housing affordability crisis.

It won't really make a dent in the housing shortage that is driving down vacancy rates and, consequently, driving up rents, Friedersdorf argues.

“Does it make sense to build affordable housing in Venice?” he asks in his piece “Why not sell to a developer and use the money to build many more units a half-mile inland?”

It's a reasonable question, but there are few very compelling reasons why Bonin's plan is exactly what the Westside needs.

## Undoing decades of exclusionary planning

One point that Friedersdorf makes is undeniably true. This proposal will not solve the housing crisis facing the region. Decades of under building housing have caught up with Los Angeles

County, especially on the cost, driving rents and home prices to some of the highest levels in the country.

“If eight-story apartment buildings were allowed on Venice Boulevard west of the 405; if they rose up on Venice’s stretch of Lincoln Boulevard too, displacing the auto repair shops and carwashes; if homeowners could legally rent their alley garages to lower-income tenants; and if developers weren’t forced to set aside so much land for parking, rents would come down. And enough non-rich people would live here to sustain a diversity of businesses to serve them,” Friedersdorf writes.

But, it’s clear that the process of densifying neighborhoods where density is most needed will be a long and painful process. In the meantime, affordable housing is essential for undoing the planning trends that have turned Los Angeles into one of the most economically segregated cities in the country.

## **The concrete versus the theoretical**

Friedersdorf asks wouldn’t it be better to sell of this land and build affordable housing elsewhere where it’s cheaper. In a recent story about Bonin’s plan, *The Argonaut* reported that Metro estimates the value of the property to be between \$30 and \$50 million.

While it theoretically sounds like a good idea — simply taking the cash from selling the bus yards and finding a cheaper location — the reality is that it’s not that simple.

“Projects are getting harder and harder to do because of the cost of land. On the Westside in particular, it’s very difficult to make affordable housing pencil out. ... Take away the land acquisition cost and now you’re only talking about development cost, which is a very different equation,” Bonin told *The Argonaut*.

Recognizing this fact, Metro recently updated its joint development policy to assure that it used the land it owned to help get some affordable housing located in transit-rich areas. As Metro CEO Phil Washington noted that if lower-income households continue to be displaced farther and farther from the transit network, he would have to build the transit network out to them.

“Workers who earn less than \$25,000 and live within half a mile of a transit station are three times more likely to take transit,” Washington told *The L.A. Times* last October. The Venice bus yards site is actually in the service area of two transit agencies: Metro and Santa Monica’s Big Blue Bus.

At this point, the planning for the Venice site is in the very preliminary stages. But, Bonin has outlined a vision that is very much in line with Metro’s joint development policy. L.A. County Supervisor Sheila Kuehl, who also sits on the Metro Board of Director and whose district the property is in, has cosponsored the plan.

It’s also worth noting that the parcel isn’t currently zoned for residential; it’s zoned for commercial use. Bonin has said that as a result, if the parcel were sold off, it would likely result

in a commercial development. Housing, especially affordable to those people who may be commuting to work into Venice, could actually take cars off the street. A commercial development, however, could lead to more cars as more people commute to work.

## **Concentrated poverty is the problem**

It's unlikely that land costs a mere half-mile from the former bus yards are cheap enough to make a swap worth it, like Friedersdorf claims.

However, it is exactly in the places where land costs are so high that affordable housing is needed. Concentrating affordable housing exclusively where where land costs are cheaper — usually because they are less desirable places to live — can prevent lower-income families from accessing high-quality jobs and better schools for their children.

Venice, as well as its surrounding neighborhoods, have seen major growth in quality jobs over the decades and while adding some affordable housing on a site in the middle of an economically booming neighborhood won't help every household in need in Los Angeles, it can make a world of difference for those who do get to live there.

## **Affordable housing is necessary, but not sufficient**

Even so, Friedersdorf hits the point home that the proposal isn't going to solve the region's housing crunch alone.

With vacancy rates in the region hovering below three percent, people who are looking for places to live are placed at a tremendous disadvantage compared to those who are already comfortably housed.

In a place like Venice, where relatively few new homes get built each year, it means wealthier renters are going to beat out middle- and lower-income renters for coveted apartments simply because they can pay more. Adding a couple dozen more units to the market won't tip the scales. Still, adding some homes is better than adding none in the midst of a housing shortage.

"It's fair to ask what the most effective things are to make a community more affordable," said Mott Smith, principal of the development and planning firm Civic Enterprise.

Real change will mean rethinking our land-use policies, reducing parking requirements, and densifying.

"But if part of your strategy is subsidized low-income units, then building on public land is probably the most efficient way to deliver them," he said.

The plan to redevelop the Venice bus yards with desperately-needed housing may be, in part, symbolic. But, it is a step in the right direction and, hopefully, an indication of things to come.



# 02 Jun Councilmembers Bonin and Wesson Propose “Forward-thinking” Regulations for Short-Term Rentals in L.A.

Posted at 13:04h in [Advisories and Press Releases](#) by [admin](#)

## *New Rules Would Allow Home Sharing but Prohibit Rogue Hotels and Elimination of Rental*

Los Angeles- Councilmember Mike Bonin and Council President Herb Wesson today proposed smart, forward-thinking legislation to regulate the short-term rental industry, calling for authorization of home sharing while strictly prohibiting rogue hotels and halting a frightening loss of rental housing.

- The Bonin-Wesson motion asks the Planning Department and the City Attorney’s office to craft an ordinance that:
- Authorizes a host to rent all or part of their primary residence to short-term visitors, permitting someone to rent a spare room, a back house, or even their own house while they are out of town.
- Prohibits hosts from renting units or buildings that are not their primary residence or are units covered by the Rent Stabilization Ordinance (RSO), forbidding speculators from creating a syndicate of short-term rental properties, and prohibiting the loss of valuable rental housing stock.
- Captures Transit Occupancy Tax from all hosts.

The proposed legislation seeks to provide governing rules for a popular and growing industry that provides tourists an opportunity to stay in residential neighborhoods for less than 30 days. Using online platforms, visitors to Los Angeles and cities around the world routinely use short-term rentals in lieu of hotels to stay in and experience a community – and the services offer many hosts an ability to supplement their income by renting out an extra room or guest house, or their entire residence while they are away. As a result of the proliferation of short- Housing term rentals, however, there has been a negative impact on some residential neighborhoods, which are changed by a revolving cast of visitors and their impacts. In some popular tourist communities such as Venice, speculators have subverted the “sharing economy” business model, converting regular rental housing into short-term rentals, significantly reducing rental stock and contributing to increased rents and decreased affordable housing. In some cases, large numbers of units in the same building, or entire buildings, have been converted to short- term rentals, operated by off-site management companies.

“The proposal is a win-win protecting neighborhoods and our much needed affordable housing stock, while allowing the city to maximize transit occupancy tax for city services,” said L.A. City Council President Herb

Wesson. “Los Angeles welcomes tourists and visitors with flexibility and an opportunity to experience L.A. like a true local.”

“The loss of affordable housing is unacceptable and we must act now to protect neighborhoods from people who abuse short-term rentals,” Councilmember Mike Bonin said. “We don’t want to take away someone’s ability to make ends meet by renting out an extra room or guest house, but we cannot tolerate how a growing number of speculators are eliminating rental housing and threatening the character of our neighborhoods.”

The City’s current zoning regulations do not anticipate or effectively govern short-term rentals, and short-term rentals are not technically allowed in most neighborhoods in Los Angeles. Many cities have recently taken action to regulate the industry — with some cities, such as West Hollywood, banning them entirely, and others permitting them with few rules, in exchange for collecting the hotel tax from visitors.

The Bonin-Wesson proposal strikes a balance, allowing genuine “home sharing” of primary residences by hosts, but prohibiting the dangerous growth of a phenomenon that subverts the “home sharing” business model and creates unregulated underground hotels in residential neighborhoods.



**Mike Bonin-Official**

@MikeBoninLA

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Today, the City Council will vote on a linkage fee - a sustainable source of funding to build desperately needed affordable housing in Los Angeles. We're stepping up to say that as our city grows, affordable housing cannot be left behind.



10:41 AM - 13 Dec 2017

9 Retweets 23 Likes



Jose Huizar and Mayor Eric Garcetti

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23

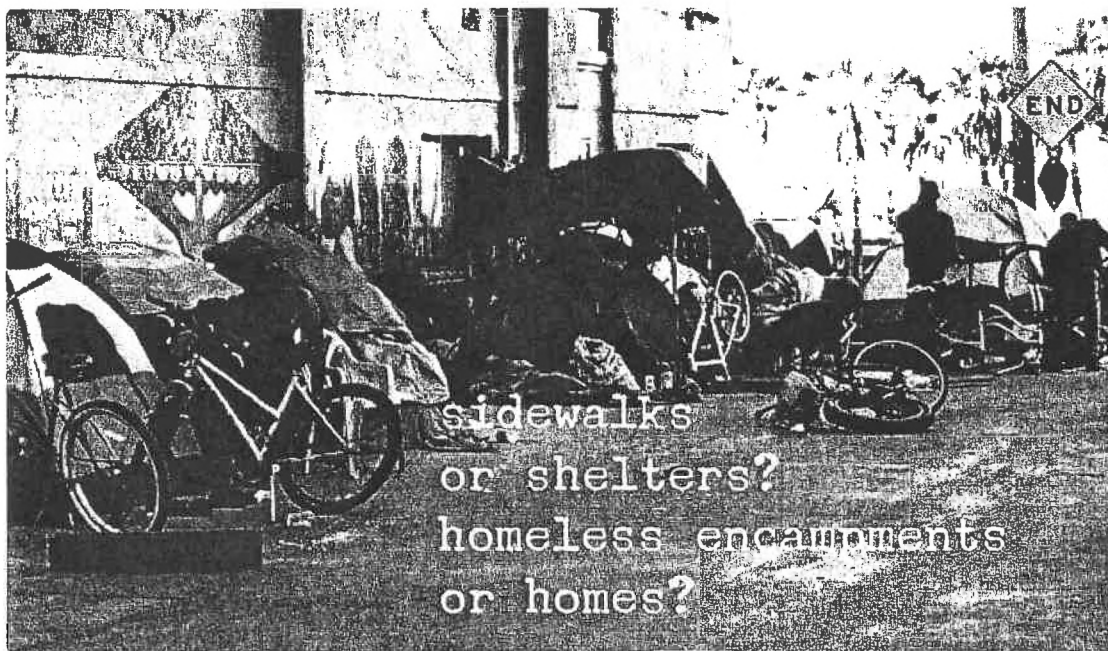
**Mike Bonin**

@mikebonin

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Sidewalks or shelter? Homeless encampments or homes? Let's choose solutions. Ending this crisis is up to us-all of us. Friday at 8:45 am, neighbors from all over LA will rally on the steps of City Hall to say yes to shelter and housing. Please join us. @EveryoneIn\_LA #shedoes



8:18 AM - 17 May 2018

7 Retweets 9 Likes



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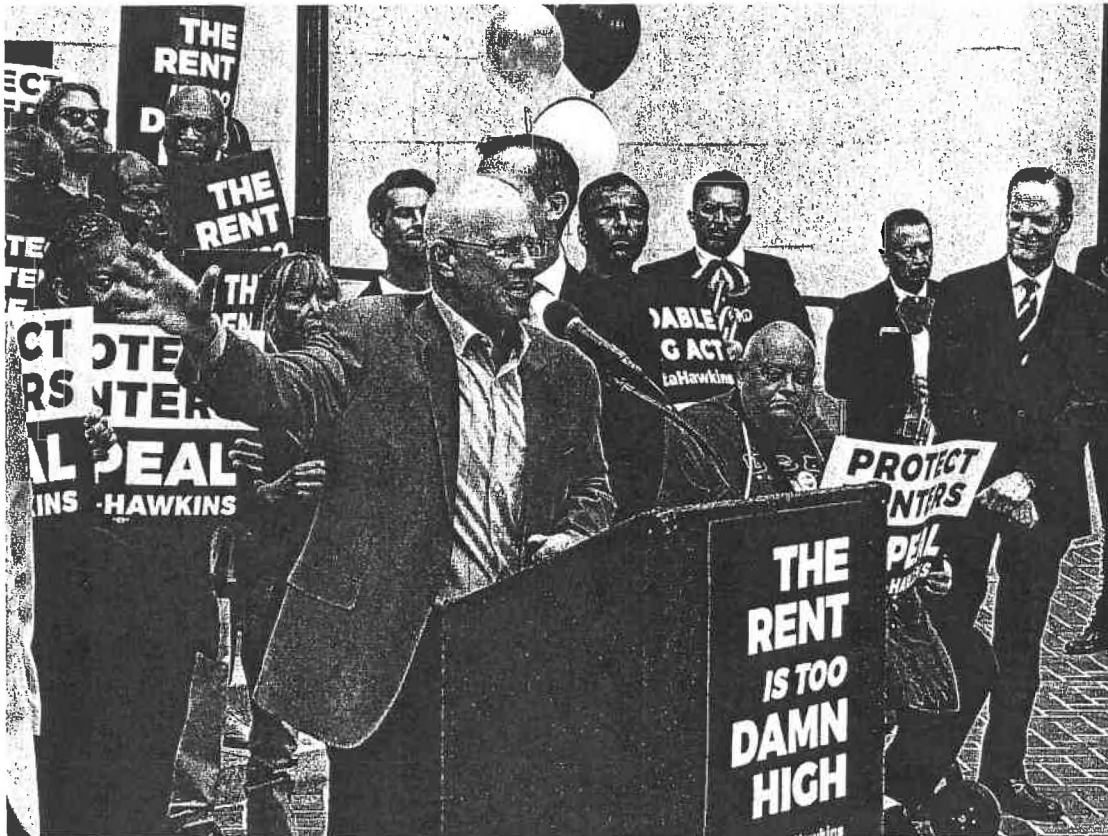
**Mike Bonin**

@mikebonin

Follow



LA needs more tools to prevent displacement and preserve affordable housing. Glad to join @MayorOfLA, Eviction Defense Network, @AIDSHealthcare, @humanright2home and many more in calling for repeal of #CostaHawkins Act so cities can set their own rent control rules!



1:50 PM - 23 Apr 2018

7 Retweets 14 Likes



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